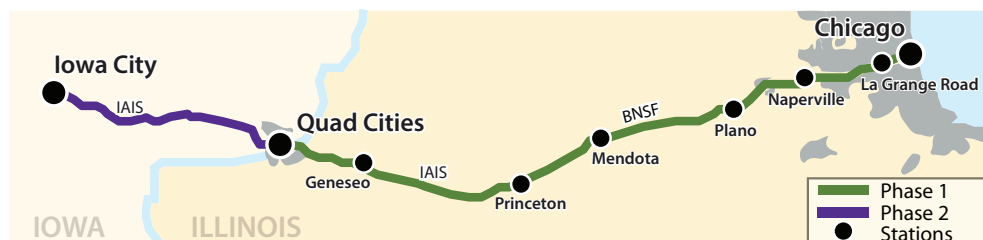


IOWA PASSENGER RAIL

Chicago to Iowa City Passenger Rail FACT SHEET



October 2009
Initial environmental studies complete

October 2010
FRA jointly awards \$230 million to Iowa and Illinois

October 2011
Iowa and Illinois ask FRA to split award into phases

December 2013
Iowa completes conceptual design and updated cost estimates for Phase 2

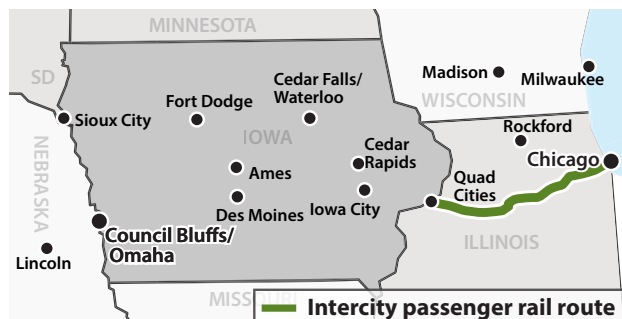
December 2015
Phase 1 scheduled to begin service

2009 2010 2011 2012 2013 2014 2015

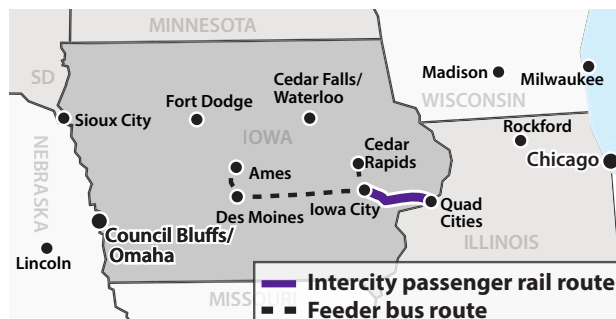
August 2010
Application submitted for \$248 million in federal funding

December 2011
FRA committed \$177 million to Illinois for Phase 1

Phase 1 - Chicago to Quad Cities



Phase 2 - Quad Cities to Iowa City Extension



The Illinois DOT is going ahead with plans for passenger rail service between Chicago and Moline by the end of 2015. The Federal Railroad Administration committed \$177 million in federal funds to Illinois for the project.

Route characteristics

- Two daily round trips
- Initial maximum speed - 79 mph
- Route length - 162 miles
- New stations at Geneseo and Moline, Ill.; Plus stops at existing stations in Princeton, Mendota, Plano, Naperville, La Grange Road, and Chicago.
- In Illinois, trains operate on BNSF and Iowa Interstate Railroad tracks.

By extending the Chicago to Quad Cities route to Iowa City, the first critical step toward Iowa's expanded intercity passenger rail would be realized. This would connect Iowans to the emerging Midwest passenger rail network. The remainder of the 2010 federal funds (\$53 million) is available to Iowa for development of Phase 2.

Route characteristics

- Two daily round trips
- Initial maximum speed - 79 mph
- Additional route length - 58 miles (total length 220 miles)
- New station at Iowa City, Iowa
- Trains operate on existing Iowa Interstate Railroad tracks within Iowa.



Ridership - 300,000 travelers annually

An average of more than 820 riders per day are expected to begin a trip at one of the passenger stations on the route for service beginning in 2017.

Funding

By leveraging the investments of the FRA and the state of Illinois, and investing matching state funds, Iowa can take a major step forward in creating a passenger rail network that connects Iowans to each other and the country, making Iowa a more attractive place to live, work, and visit.

By splitting the project into phases, the state and local cost contributions change, yet the federal contribution remains the same. This along with other factors led to changes in the construction and implementation costs for each state.

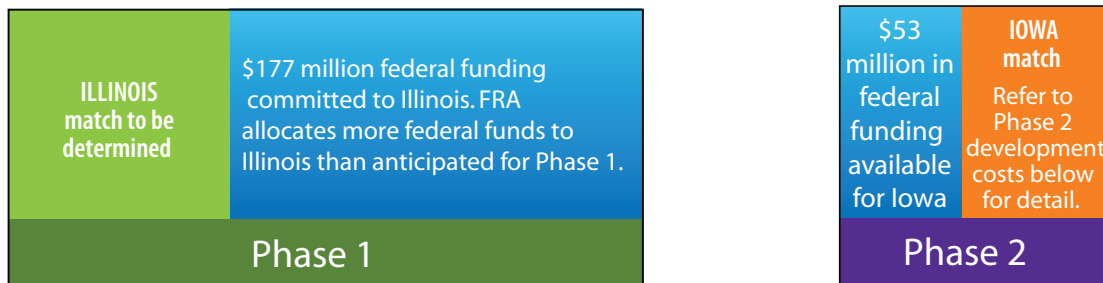
The original application in 2010 requested 80% of the estimated total project costs as shown.



When the awards were announced later in 2010, a portion of the project in Illinois was not funded.



The FRA later made up for the \$18 million shortfall by allocating more of the total federal award to Illinois, reducing the federal funds available to Iowa. Other costs shifted due to phasing.



Phase 2 Development

The Iowa DOT commissioned a study to complete the conceptual design and provide updated cost estimates to better understand the costs of Phase 2 development.

| Phase 2 Development updated Dec. 4, 2013 | |
|---|--|
| Estimated Capital Cost | Estimated Net Operating Cost |
| TOTAL COST NOW \$125 million | IOWA'S STATE AND LOCAL SHARE \$600,000* annually |
| FEDERAL FUNDS AVAILABLE \$53 million | |
| IOWA'S STATE & LOCAL SHARE \$72 million | |

*Pending negotiations with Illinois

Major changes affecting state/local match for Iowa

- Construction costs have increased due to three year delay
- Additional infrastructure needed to accommodate changes to current and future freight growth on Iowa Interstate Railroad
- Track and bridge improvements needed due to FRA policy changes
- Federal funds available to Iowa for Phase 2 are less than expected. Illinois was allocated more of the total federal funding (the amount of the original \$18 million reduction in the award) for improvements at Eola Yard.

More information:

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